Tristate Midstream

RRC Natural Gas Workshop Wednesday, March 12, 2014

Mark Oliver
Vice President of Operations

Tristate Midstream - Overview

- Provide natural gas Gathering and Handling for wellhead producers
- Acquire, construct, and operate various pipeline systems across East TX
 - Primarily Harrison, Rusk, Freestone, and Leon Counties
 - Approximately 400 miles of pipe
 - 20 distinct systems
 - 350 receipt meters/wells
- Headquarters in Denton, TX
- All operations managed out of Longview, TX
 - Operations responsibilities include:
 - Physical operations of pipelines
 - Maintenance of receipt meters
 - Onecall and leak/incident response
 - Management of new pipeline construction and maintenance









Vehicle Fleet

Five 2013 Dodge Ram 2500 Bi-Fuel CNG/Gasoline

Acquired from **Peters Dodge in Longview** in the last 18 months Bi-Fuel CNG/Gasoline

Built on assembly line and delivery through dealer (not retrofit)



Vehicle Experience

~125,000 miles accumulated across the fleet since purchase

Approximately 80% on CNG

Forecast 30,000 miles per year per vehicle * 80% = demand of 1,920 GGE of CNG/yr/vehicle

Maintenance – No issues, full warranty service available at the local dealer Minor incremental cost of periodic filter replacement.

Useability

No problems, differences from Gasoline equivalent Bed storage space constraint is a negative, but can be worked around

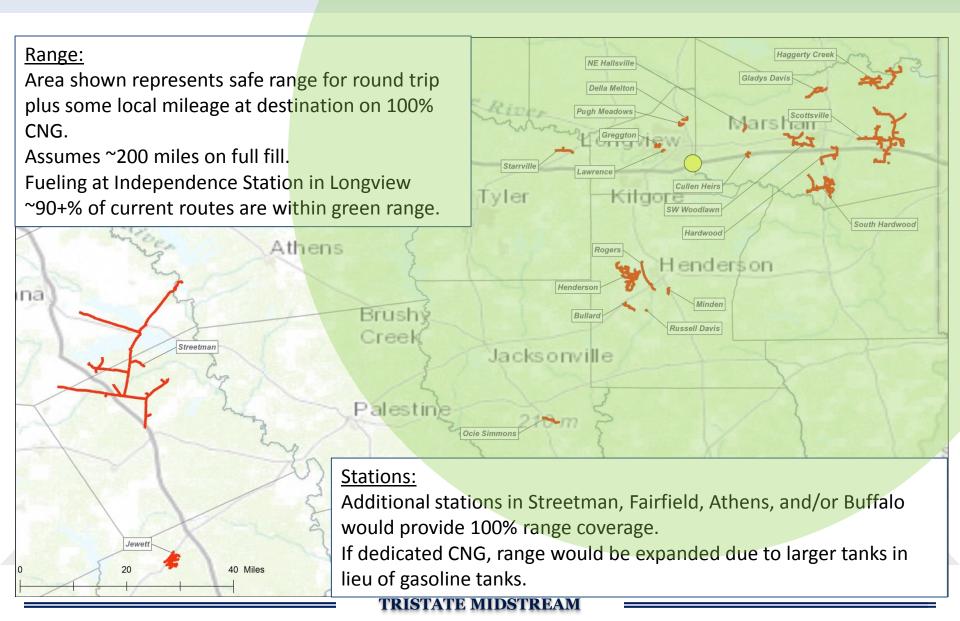
Performance

Overall ~12-13mpg, speculate there is no material difference from gasoline Actual useable CNG capacity ~18-19 GGE
Results in CNG range of ~230 miles (plus 400 miles on gasoline)
Trailer towing has been tested and performs equivalently to gasoline under load

Economics

Upcharge of \$10,000 for CNG from gasoline equivalent
Witnessed fuel price savings in 2013 of approximately \$1.25/GGE
Forecast fuel price savings 2014+:
Payout expected at 125,000 miles (Year 4.2 of ownership) at 80% CNG usage
Payout could be at 100,000 miles (Year 3.3 of ownership) if 100% CNG usage.

Station Locations and Range:



Suggestions

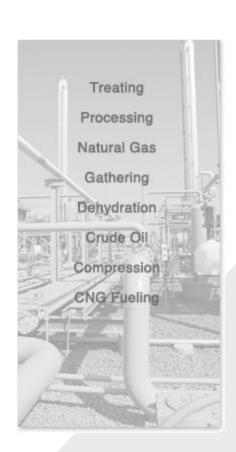
Need more stations

Need vehicle manufacturers to get on board

May require regulatory support/incentives

- Economics stand along
- But requires initial risk capex
- Regulatory help needed to de-risk a portion of that capex
- Business is easily sustainable on its own but needs help getting started

Contact



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